West Virginia Writers' Project

RESEARCH IDENTIFICATION REPORT

Subject Pocahontas County History Chapter 8 Date April 24, 1941

Research Worker Juanita S. Dilley Date Research Taken April 10

Typist Juanita S. Dilley Date Typed April 24, 1941

Source Date Filed

Pocahontas Times, January 2, 1941

APR 1941 RECEIVED Federal Writers Project Charleston, W. VA.

western section of the county.

Juanita S. Dilley
Pocahontas County
April 24, 1941
Chapter 8

Young men who see the old buggies, wagons and saddles cluttering up the barn, also the discarded machinery, do not realize that all of these things were once new and well kept, and that they played as much a part in the lives of the pioneer forefathers as the car does in our day.

Two things in this day of the automobile reminds me of the old days of the horse. When a citizen appears on Main Street after an absorbing hour in business or other mental efforts, he stops to think; "Where did I park my car?" and he figures out where he left it. In the other days it was: "Where did I hitch my horse?" And the other duty that reminds me of the horse age is that the car driver before he gets into his automobile to drive it away, glances at the four tires to see if they are still inflated. In just this way the rider got use to looking to his horse's feet to see that all four feet were shod, for horses cast their shoes after a certain length of time.

The car has changed the aspect of the country in that it has brought the towns closer together and enlarged the horizon of nearly every one. Gone are the days when men and women spent long lives without ever getting more than fifteen miles from their birth place. Lewisburg, until the current year, was 42 miles from Marlinton. Five persons can travel to Lewisburg and back on a dollars worth of gas and oil. In the old days it would have taken about thirty dollars, and at least ten hours by the quickest method. Now the trip can be made in four hours there and back. We hear of boys making the trip

in forty-five minutes. With the covered wagon, it meant four days and five nights on the road, sleeping in or under the wagon with the horses tethered to the feed box. The trip now does not cost as much as the toll amounted to in the days of the old turnpikes.

The old hitching posts and stiles, once a necessety, are now a thing of the past. Many of the younger generation have not seen either of them. And good riding horses are as scarce as hens teeth.

From--Pocahontas Times, January 2, 1930

West Virginia Writers' Project

RESEARCH IDENTIFICATION REPORT

Subject Pocahontas County History — Chapter 8 — Date March 28, 1941

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Source ____ Date Filed ____

From-- Geological Survey of Pocahontas County--Paul Price published in 1929. Page 344

Juanita Dilley
Mar. 27, 1941

Road Material in Pocahontas County

In the county there are an abundance of material suitable for road construction some of which has been used quite extensivly for local work.

Probably the best local material for road building is limestone. Vast deposits are available, being well distributed over the county and often outcropping along the roads, so that almost any amount that is needed can be secured close at hand or with very little distance of transportation. West of the Greenbrier River and roughly paralleling it the thick-bedded deposits of the Greenbrier Series outcrop extends the entire length of the county. It again gets above ~~the surface~~ drainage along Elk river and its tributaries so that any amount of limestone can be had from this series for those roads lying west of the Greenbrier River.

East of the Greenbrier the lower limestones including the Helderberg of the Devonian as well as the Salina and Niagara Series of the Silurian are exposed the entire length of Beaver Lick Mts., Browns and Michael Mountains so that materials can be had for those roads east of the River.

CHERT-- Oftentimes when there are many roads to be surfaced the use of limestone becomes too expensive, and a cheaper material is sought. In this respect Pocahontas county is quite fortunate in having large deposits of weathered chert beds that make an excellent road-surface material. The Huntersville chert deposits outcrop on either side of Beaver Lick-Browns and Michael Mountains from the Greenbrier county line to Green Bank. This material was used fnr surfacing

State highways numbers 42 and 43 (now No. 28) from Marlinton to Green Bank. This material can be readily handled by steam shovels. When spread upon the road, scraping to keep the surface smooth is the only treatment necessary while the finer particles of clay , sand, iron and lime that are present form an excellent binder under the weight of traffic. In the second year a coating of asphalt mixed with lime can be put on and a very good hard surfaced road is the result.

GRAVEL--

River and creek gravel is often used to improve muddy roads of secondary importance, where paved roads would be too expensive to maintain. Usually a good grade of gravel can be secured for aggregate for concrete paving, bridge abutments, and concrete structures in general.

SAND--

Sand needed for masonry and concrete can be found along the streams.

In addition to these materials there are numerous sandstones as well as arenaceous and calcareous shales that are often used on the local roads to improve their condition.

From--W. Va. Geological Survey--Price---1929

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West Virginia Writers' Project

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RESEARCH IDENTIFICATION REPORT

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Research Worker Juanita S. Dilley Date Research Taken May 1, 8, 1941

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Source Charleston Daily Mail Date Filed

Pocahontas Times

RECEIVED MAY 1941

Juanita S. Dilley
Pocahontas county
Chapter 8

State Route 39

(From Strollers Column in the Charleston Daily Mail)

Dear Stroller,

I want to tell you about what I think will be the most magnificent highway in West Virginia. On Sunday last, I went over part of state route 39, now being shoved through to completion between Richwood and Marlinton.

For 27 miles over the mountains(an eight-mile strip yet to be completed to link construction on both ends) this new highway will wind through the Monongahela National Forest. It's the sort of wilderness where the more intrepid huntsman can still hunt black bear, ruffed grouse whirr up from a thousand coverts, in the tumbling streams of the area trout leap high; and not so long ago woodsmen shot and killed a wolf there.

Prison labor is making the highway possible and, although I dare say there are not many civil engineers among the prisoners, the direction of their labor must be of the best. The grade of the road is extremely gentle and wide shoulders have been built.

This latter feature, I am told, is because of 39's designation as a military highway. So, at least wars and mainly rumors of war have some lasting advantages.

Economically speaking, the new link will bring Washington, D. C., about 70 miles closer to Charleston and similar points. It will mean that Marlinton, hitherto aloofly located in some of the grandest mountain country in the nation, can

establish industrial relations with the remainder of West Virginia, and not have to turn to Virginia to do its shopping.

(From Pocahontas Times May 8, 1941- E. C. Eagle)

I have had the pleasure of traveling most of the highways of the State; and I have also traveled over all of the territory covered by this route between Marlinton and Richwood; and I do regard it as one of the most picturesque routes in all this state.

I have recently visited this road both from the eastern and western entrance; and I was delighted to note the progress being made. I understand it will be completed this season.

I am a native of Pocahontas County and spent a great deal of my time as a boy in the great forest at and near through which this road is passing. My father's farm was the last farm bordering on the vast wilderness known as the "West Virginia Wilderness" then known only to the daring hunter and fisherman.

In my humble judgment, this road, when completed, will add more to the tourist traffic than any road in the state.

Most of this wilderness is as wild and unknown as the jungles of Africa.

Our State flower, the Rhododendron, fills the hills and gorges along this route and will be a source of delight to the traveler coming that way. The road will pass by the Cherry Glades, and near the Cranberry Glades, one of the greatest curiosities south of the Arctic circle. I have seen frost cover these glades in mid summer.

The road crosses Hills Creek, I am told, just above the three falls, one of which has an unbroken fall of 65 feet. No more rugged or wild gorge can be found in the state. Just to the west of Hills Creek near where the road crosses the stream, there stood an old cabin known as the "Darnell Station" supposed to have been built there during the Civil War by some refugee or counterfitter.

The road runs near the old Nicholas Road, a wagon road built before the civil war and abandoned as a road during the war, and fell into disuse, except that it could still be traversed by footmen when I was a boy.

Just to the west of Hills Creek the road passes through what is known as the Fallen Timber. This section was struck by a cyclone sometime prior to the Civil war, and all of the timber was blown down for about twenty miles at a width of about one half mile. It formed one of the finest blackberry fields in all that country, and people rode in there for miles over the old road to pick berries from this weird spot.

Nothing has ever happened to do so much to put Pocahontas on the map as the completion of this road.

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West Virginia Writers' Project

RESEARCH IDENTIFICATION REPORT

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Source Court Order Books Date Filed

[redacted] western section of the county.

Juanita S. Dilley
Pocahontas County
Chapter 8

Roads

Surveyors of Roads 1899

Greenbank District-

C. B. Swecker, W.W. Arbogast, John W. Hollen, John P. Townsend, Wm. C. Gum, French C. Sutton, W. D. Mc. Arbogast, Joseph McLaughlin, James McLaughlin, Jesse Warwick, Wm. Collins,Jr., Willie D. Slavens, James Darnell, Robert L. Brown, John Gragg, Zach Nottingham, Thomas Houchin, Thomas Moore, Jr., Sandy Patterson, D. L. Kerr, W. Carpenter, Ananias Puffenbarger, George D. Houchin, Walter Vint, Isaac Arbogast, R. B. Kerr.

Edray District--

Page Gay, W. L. Gay, Silas Sharp, James B. Wilfong, Godfrey Geiger, James A. Sharp, Anderson Barlow, William G. Cochran, E. G. McNeill, Luther Kellison, Joseph B. McNeill, Blake Adkison, George Miller, George W. McCollam, Andrew McAlpin, William A. McLaughlin, W. A. Wooddell, Beauregard McClung, Peter Carr, John A. Young.

Huntersville District--

N. M. Fertig, Samuel Hogsett, J. C. Kelley, Butler Sharp, Lloyd Reed, L. J. Piles, John A. Cleek, Dennis Dever, Preston Rexrode, James C. Harper, Charles M. McComb, D. W. S. Alderman, Willis P. McComb, John H. Shrader, H. P. Patterson, R. D. Rimel, Wilson Dilley, Amos McLaughlin.

Little Levels District--

Samuel Gladwell, John B. Silva, George Beard, Cameron Clark, L. S. Cochran, N. M. McCoy, J. B. Grimes, N. C. Rogers, J. M. McClure, C. J. Hill, John D. Payne, H. N. Clark, Max Woods, Stark Morrison, Emmett Nottingham, Noah McCoy, Poe Weiford, C. M. Wallace.

[illegible] western section of the county.

"It is ordered that the time for working the Public Roads of this county be extended to six days for and during the year 1868, beginning on the first day of April 1868 and ending on the first day of October 1868."

After the war, gates across the road had to meet the following specifications: " Be good swinging gates, easily opened and shut by persons either a foot or on horseback, that will neither sag nor drag upon the ground, and which are always to be kept in such condition by the person interested therein."

But this order by the court was not always carried out, and in the 1880's and 1890's people of many sections of the county began to petition for the removal of some of the gates because they found it was hard to get through some of them when carrying a load, or for a lady to swing them open.

In 1892 it was found that 20 gates had been erected across the road leading from Academy (Hillsboro) by way of Lobelia and it was asked that some of them be removed, but the people of that section petitioned the court not to have the gates removed as the people had built the road with very little of the county funds being expended, and they considered it to much of an expense to lane said road which would also cut off some of the best grazing land without water.

In 1901, S. M. Gay made a report on the milage of road in Edray District and found it to be around 113 miles. Marlinton to the top of Valley Mountain 25 miles, Marlinton to

Little Levels District line 6 miles, Adray to Clover Lick 8 miles, Clover Lick to Linwood 8 miles, Adray to Williams River 9 miles, from Lee's vi McClintic's Mill to Buckeye 3 miles, from McClintic's mill to Beaver Dam 5 miles, from Onoto to Marlinton 4 miles, these being the main throughfares in good repair estimated cost of keeping up roads $20. per mile."

In the same year a report was made on the number of miles in Huntersville District and was found to be about 96 miles. "It will require about $1325. to keep same in repair and about $250. to make some changes in the roads."

West Virginia Writers' Project

RESEARCH IDENTIFICATION REPORT

Subject Transportation and Communication Date Sept. 24, to Oct. 11, 1941

Research Worker 5738-4638 Date Research Taken Sept. 24, to Oct. 11

Typist Betsy R. Jordan Date Typed Sept. 24, to Oct. 11

Source W. Va. Writers' Project. Date Filed

The enclosed material is material for Sept. 24, to Oct 11, 1941 the reason, I didn't enter the source of information after each quotation, is because, in some cases I didn't entirely take all the work from a book, but I entered at the end of the material, where it came from, and that includes all of the material.

Betsy Ross Jordan

OCT 1941

When our first settlers came to this county, they had to use buffalo trails or cut paths for themselves through the trackless forests.

The old Seneca Trail was one of the first trails into Podahontas County. Of course now it is a great highway, but the highway in general follows the old Warrior's Path, most noted Indian trail in America, leading from upper New York State deep into Georgia. This trail, made by moccasined feet centuries ago, may still be clearly seen along this modern highway in West Virginia Its unofficial name, the Seneca Trail, is fitting.

"When the King of England in 1763 issued a proclamation forbidding further settlement beyond the mountains and demanding the return of settlers who had already crossed the Alleghenies, a line was established roughly following this road. It was the frontier during the French and Indian War."

Of course this old trail was originally started by the Indians of early days and it went through thick forest, which are gone today, except in places where they are preserved, but the scenery along this trail today is very beautiful. We will follow this old trail as we find it today and as it was in the days of the first dettlers. So we will have to go back where the trail connects with the National Road, U.S. 40, at Keyser Ridge, and with the Northwestern Turnpike, US. 50 at Red House. Of course we call these Routes today, but in those days they were mere trails.

"The old Seneca Trail enters West Virginia through the most picturesque part of Preston County, near the north western boundary of the Monongehela National Forest. Following it on into Tucker County, it enters this county near the famed Fairfax Stone, a boundary point between West Virginia and Maryland. Finally the trail winds into Randolph county, which is the adjoining county of Pocahontas, in Randolph it winds along, and we see much beautiful scenery, we travel through Elkins, which was of course not there at the time the trail first started, when the Indians traveled on it. Then we also enter into the beautiful Monongahela National Forest".

"The old Seneca Indian Trail may be clearly seen where it crosses the campus of Davis and Elkins College and at other points in the vicinity.

We travel along and pass through the little town of Beverly , then to Huttonsville, then on into Mingo, which bears the name of a tribe of Indians who once had a village on its site, and here a monument has been erected to these "first settlers" of West Virginia.

We finally enter into Pocahontas County, and find some of the most beautiful scenery, there is anywhere along the trail, especially when we cross Elk Mountain, as we wind down the mountain and look down into the valley, it is breath taking, and most tourist who enter into the county can't resist stopping and looking at the beautiful sight, the old Indian trail wound along this mountain, just as it does today, but when the Indians would look down into this valley they saw a vast forest, where-as today, we look down into it, and see the

[illegible] of the county.

fields of farmers, and some scattered trees, it is really beautiful to look upon, far off we can see the beautiful Aleghenies. As we come to the bottom of the mountain we come into the settlement of Edray, which is the site of the early settlement and fort of Thomas Drinnon.

Finally we come to the town of Marlinton, which is the county seat of Pocahontas County. The first settlements in Pocahontas County were made by Stephen Sewell and Jacob Marlin in 1749 at Marlinton, this was perhaps the first English settlement west of the Alleghenies.

We travel on, and pass through the Monongahela National Forest, and we find the Watoga State Park near the Sececa Trail. The National Forest also includes the Cranberry Glades, comprising several hundred acres on which are found one of the most varied collections of wild plants known anywhere to botanists. Included among them are reindeer moss and other vegetation found only on the tundras of the Arctic circle.

As Stephen Sewell traveled along the old Seneca Trail he camped at Millpoint in 1750. Here is the site of Fort Day, built in 1774. Here James E. A. Gibbs invented the chain-stitch sewing machine. To the north, Indians killed James and John Bridger, pioneer settlers.

We then come to Hillsboro, where General Averell camped before the Battle of Droop Mountain and after his raid to Salem, Virginia, in 1863. Settlements were made in the vicinity in the 1760's by John McNeel and the Kinnisons. This is the birthplace of Pearl Buck, the author of "Good Earth," and other stories of Chinese life.

We now travel up the winding trail, which is Droop

Mountain where General W. W. Averell, November 6, 1863, defeated Confederate troops under General John Echols and Colonel W. P. Thompson. After the war between the States, Thompson became a wealthy railroad builder and retruned here to wed Mary Evaline Moffett within sight of whose home he had been engaged in his most important battle. We find a beautiful park on droop mountain, in memory of the battle fought there.

On the other side of Droop Mountain, we leave Pocahontas and enter into Greenbrier, the old trail winds on, and it is the same trail which the Indians traveled on many years ago.

--From West Virginia Historic and Scenic Highway Markers, Published by the State Road Commission of W. Va. 1937.

Part 1 a. Chapter 8 Betsy Ross Jordan

Marlin & Sewell were the first settlers in Pocahontas County, they came to this state from Virginia. They traveled by foot from Stauntan, Virginia to West Virginia on foot, they came through the Alleghenies, on a trail which was traveled by the Indians, and other ~~xxixh~~ white settlers who had ventured, that far inland. they came by the settlement of Frost, of course this little village wasn't here then, but today it stands. They then came on down the trail to Huntersville, which was the first County Seat of Pocahontas, but today Marlinton is the County Seat. They finally traveled on down the trail into the place which is called Marlinton today. They stayed in a hollow tree here, later other settlers used this trail to enter into Pocahontas County.

The Greenbrier River must have been a sourse of travel for the early settlers, and the Indians, it winds along the valley. and since in those days the settlers more or less followed a river to travel by, they must have entered into the county by this means. The Indians probably used canoes on this river, and the early settlers probably had crude boats. The county Seat of Pocahontas today is located on the Greenbrier, and it is a beautiful site.

1940

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West Virginia Writers' Project

RESEARCH IDENTIFICATION REPORT

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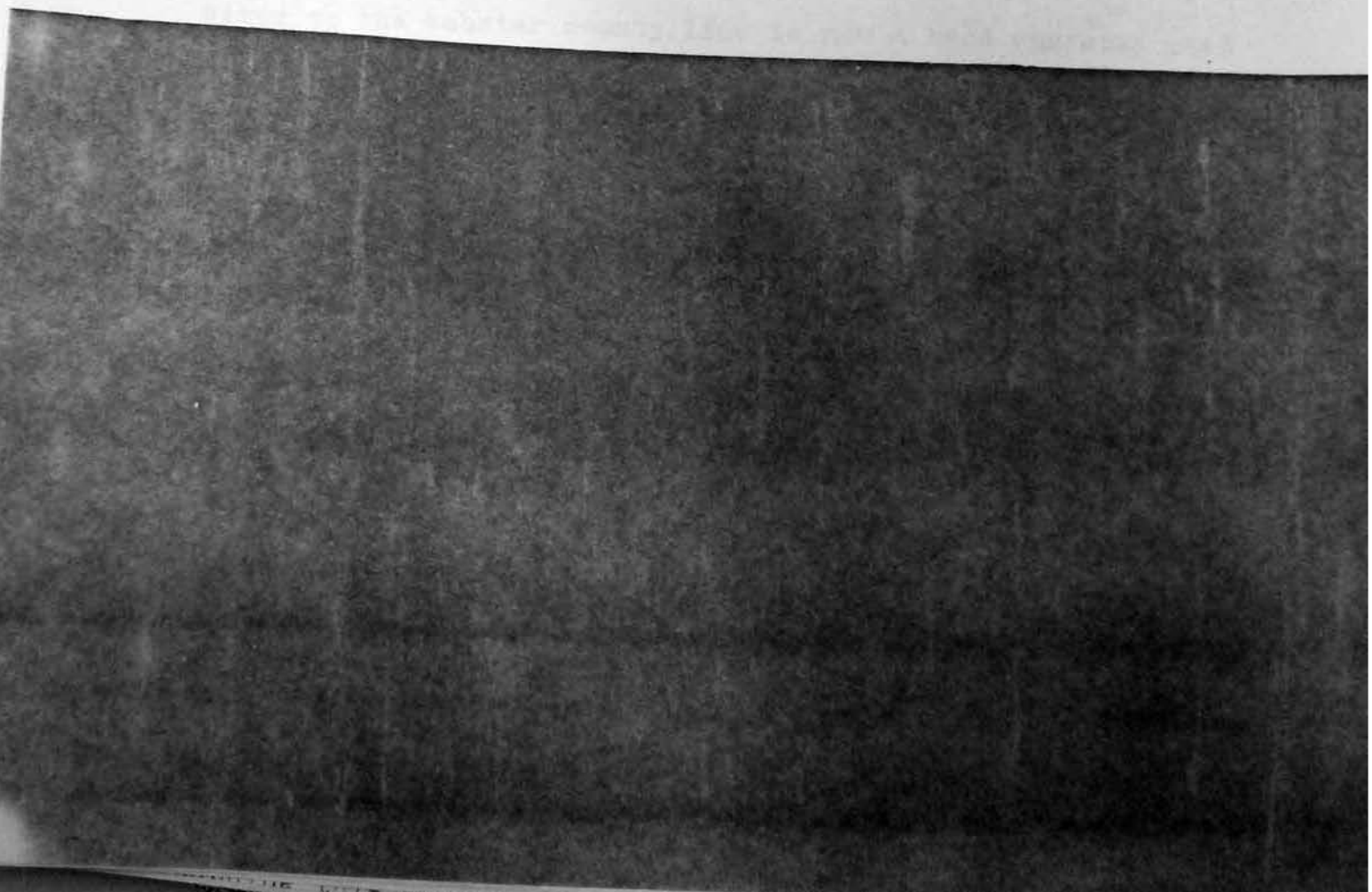
Typist Juanita S. Dilley Date Typed May 26, 1941

Source County Court Order Books Date Filed

Geological Survey by Paul Price

Pocahontas Times

RECEIVED MAY 1941



western section of the

Roads that were first approved as those to be made into Class A roads. Notice that they include what is now U. S. Route 219, a part of U. S. 250 , all of State Route 28, and route 43 which has not been hard surfaced. The branch road to go by Onoto and Williams River to the Webster county line is now a hard surfaced road most of the way to the Williams river but it has not been extended to Webster county.

the two western section of the county

Class A Roads

Pursuant to a recent act of the Legislature of West Virginia, known as the Good Road law being Senate bill No. 284 passed February 22, 1917, the court proceeded to establish two or more main throughfares or roads through the county and through the county seat of said county to be known as main county roads, and to be constructed and maintained by taxation upon all the taxable property of the county and by apportionment from the Federal aid and the State Road fund.

The said roads so established by the court to be and are hereby designated as follows:

First--- A road beginning at the top of Allegheney mountain, on the Warn Springs and Marlinton Pike, on Bath county line, thence with said pike by way of Minnehaha Springs and Huntersville to Marlinton, through Marlinton, thence with the Marlinton and Huttonsville Turnpike by the way of Edray and Linwood to the Randolph county line.

Second----And the second main county road to be one of the following roads:

Either--A road beginning on the Greenbrier county line, on the Turnpike known for many years as the Marlins Bottom and Lewisburg Turnpike thence with said pike by way of Hillsboro, Millpoint, Buckeye to Marlinton and through said town to Huntersville, Minnehaha Springs, Frost, Dunmore, Greenbank, Arbovale to Bartow, and thence with the Staunton and Parkersburg Turnpike by way of Durbin to the Randolph county line

the [illegible] western section of the [illegible]

on Cheat Mountain.

Or----A road beginning on the Greenbrier County line on the Marlins Bottom and Lewisburg Turnpike thence by way of Hillsboro to Marlinton; thence to Huntersville, Dilleys Mill, Dunmore to Bartow, thence with the Staunton, Parkersburg Turnpike to Durbin, and to the Randolph County line on Cheat Mountain. This second road is given in the alternative for the reason that the road must be submitted to the State Road Commission for its approval, and at this time, without knowing what is the idea being pursued by adjoining counties, this court is not in possession of information in regard to outside connecting roads that may be necessary to the proper and most advantageous locations. In any event the route from Marlinton to Huntersville will be traversed by either route.

Class A Roads

As provoded in ch. 66 of the Acts of the Legislature of W. Va. Regular session, 1917, the County Court of Pocahontas county for and on behalf of itself and of said county, assets to the terms and provisions of said act in relation to the establishment and maintenance of Class A roads or main county roads and does thid day hereby apply to and agree to accept from the State Road Commission of the state of West Virginia created by said act, this countys proportion of the State Road fund and hereby agrees to supplement and apportionment with a like or greater sum for the construction and maintenance of Class A or main county roads, heretofore designated by this court and approved by the said Commision, which certificate

[illegible] western section of the county.

of approval by said Commission reads as follows:

"To the County Court of Pocahontas County

Greetings;

After considering the roads on a map, prepared by the State Road Bureau and, heretofore approved by this Commission, by order entered on the 27th day of June, 1917 designated and certified to this Commmission as required by law, certain class A roads set forth in said order. Therefore, pursuant to Section 20 chapter 66, Regular Session of the Legislature Acts 1917, hereby approves the class A or Main County Roads, hereinafter described, subject to such changes as to comply with specifications of this Commission.

Beginning on the top of Allegheney Mountain on the Bath County line, thence to Minnehaha Springs, Huntersville, Marlinton, Edray, Old Field Fork of Elk, Slaty Fork, Split Rock, to the Randolph County line. A branch of said road to begin near Edray, thence to Onoto, Laurel Creek, Williams River and never completed Tea Creek to the Webster County line.

Beginning on Droop Mountain at the Greenbrier county line, thence to Hillsboro, Millpoint, Buckeye, Marlinton, Minnehaha, Frost, Dunmore, Greenbank, thence up Deer Creek and over the divide to East Fork of Greenbrier river at Bartow, down the West Fork to Durbin, thence acrossn Back Allegheney Mountain to the Randolph county line. A branch of said road to begin at Bartow, thence up the Est Fork to the Pendleton county line to connect with a class A road leading to Franklin.

The approximate mileage of the above described roads is 127 miles. Approved this the 27th day of July, 1917"

"This is not my first visit to Pocahontas county or to this delightful community of Hillsboro. I first passed through here during the summer of 1924. In those days, there was little hard surfaced road in the State and I was impressed that your community had then a few miles of hard surfaced road extending from here to a few miles farther south. This together with the short stretch between Marlinton and Campbelltown represented, I think, all of the hard surfaced road in the county. Now times have changed. It is now possible to reach most parts of the county on fine improved roads."

From--Pocahontas Times, June 1, 1939
a speech by Paul Price to the graduating class at Hillsboro.

County Roads

"The greater part of Pocahontas county is connected with good county roads leading to the main arteries of travel that have been built and are now maintained by the State Road Commission. The county roads, constructed and maintained under the supervision of the County Commissioners, compare favorably with other counties of the State. Taking advantage of the abundance of chert, gravel and limestone many miles of county road has been improbed the past year. In the western part of the county however very few roads of any description are found, travel being confined to the rough mule trails, and to the logging railroads." Geological Survey, P. Price, 1929
The road to Williams river and route 39 are the only roads reaching this western section of the county.

Road Supt., and Engineers

1910-This is the first mention I find in the court records of District Road Superintendants. In this year the following ones were appointed by the County Commissioners.

"It is ordered that J. Hull Kramer, Harry Taylor and W. K. Sutton be appointed for Greenbank District; J. C. Harper for Huntersville District; Asa Barlow for Edray District and Ellis McCarty for Little Levels District, and it is further ordered that J. R. Hevener and George W. Duncan apportion the milage and location of roads among the appointees of Greenbank District."

1915--Asa Barlow, Edray District. Hevener Dilley and Upton Sharp, Huntersville District; K. O. Wade, Little Levels Dist.; French Sutton and Henry L. Kessler, Greenbank District.

The first mention I find of a County Road Engineer is in 1916. J. Hull Kramer was appointed to begin his dutied on January 1, 1917 for the term of one year at a salary of $900 also to have the use of an automobile furnished by the County Court in the distharge of his duties as County Road Engineer. Mr. Kramer served for several years.

1.

Jan. 25, 1940

Pocahontas P-1

Nelle Y. McLaughlin
Second Ave.
Marlinton, W. Va.

Chapter 4- Section 3

As to the means of travel and communication in pioneer times, it seems that for years the pass ways to and from places in our county and beyond were the trails made by buffaloes and Indians. At first the brush was trimmed away and widened for pack horses, then for sleds and then for wagons as progress required. The pioneers seem to have noticed that it would be advisable to avoid the trails along the streams and valleys, and follow the crests of the leading ridges, and so new paths were blazed and came to be used. This accounts for the steepness of the old roads. It was much easier to escape an ambuscade on a crest or summit than when hemmed in by the valley hillsides. The sons prided themselves with the idea that what was good enough for their fathers was good enough for them, and so they clung to the old paths.

The earlier roads were used almost wholly as bridle paths, the usual mode of travel being horseback and the pack saddle being the usual mode of transporting goods. Horses were plentiful in pioneer days, much more plentiful than at the present time. The assessment as shown by the records of the Annals of Bath County, of which the Greenbrier community was a part from 1791 until 1821, records the fact that in 1782, when under the regime of Augusta County, with George Poage as District Assessor, lists for Jacob Warwick eighty head of horses, William Warwick twenty-two head of horses, and Alexander Dunlap forty-four head of horses.

In 1791, when Bath County was organized, Samuel

Vance was the first assessor of the First District, which included the Greenbank Community. The 476 taxable people listed owned 1376 horses, four carriages, and 132 slaves.

After the County of Pocahontas was formed in 1822, the records show that the county, was divided into precincts of roads. Over each precinct was a surveyor and one surveyor over the whole county. Four or five men were appointed by the County Court in each precinct to keep the roads, such as they were, in repair. These men were not paid and in case they were unable to work on the roads, they hired someone to work in their place.

Sampson L. Matthews was appointed the first county surveyor in Feb. 1822.

James Callison, Wm. Edmiston and John Hill were appointed surveyors of certain precinct roads.

Three or four commissioners were appointed to go over a certain distance of these roads and report to the court conditions, conveniences and inconveniences of such roads.

The surveyors of these roads were allowed fifty cents per day as is shown by the levy laid by the court in June, 1822.

George Burner, surveyor of a road, for six days labor-- $3.00
Wm. Sharp, two days labor as surveyor of a road------- 1.00
Alexander Waddell, three days labor, surveyor 1.50

It was in 1838 that the first highway was completed in the County, The Warm Springs and Huntersville Turnpike. Henry Harper and William Gibson, a Huntersville merchant, were the contractors. It was a grand highway for that period. Every stream was bridged from Huntersville to the Warm Springs. Capt. William Cackley was in the Legislature that authorized and char-

tered the road. The road was about thirty miles long. On the fifth day of July 1836, James Rhea and Robert Moore, two commissioners appointed at the last term of court to examine the second section of five miles of the Huntersville and Warm Springs Turnpike, reported that this section had been completed according to contract and that the President and Directors of the Turnpike be permitted to erect a toll gate thereon.

The Staunton and Parkersburg Turnpike which runs through the upper end of the county was built two or three years later. It was located by the celebrated Crozet, one of Napoleon's loyal engineers, who refugeed to the United States after Waterloo.

About 1854 the Huttonsville and Marlinton Turnpike was located by engineer Haymond. In the same year he engineered the Lewisburg and Marlinton Turnpike and the Greenbrier Bridge at Marlinton. Colones William Hamilton of Randolph County contracted for the road work from Huttonsville to Marlins Bottom. Lemuel Chenoweth of Beverly built the bridge 1854-56. Captain William Cochran superintended the Lewisburg road. All of these enterprises were completed by 1856.

During the war between the States these highways were virtually laid waste. The efforts to repair them and keep them in proper condition have been many and varied.

and

Chapter 4 - Section 3 - Part B - Ques. 9

When I sent in my manuscript on the Huntersville and Warm Springs Turnpike, the first road built in the county, there were many things that I could not find and I have intended making a trip to Warm Springs to try to find some of the things that I was unable to find before. However there are some old manuscripts that I have found in the Clerk's Office from which I have gotten all the information that You asked for.

"In pursuance of an act of the General Assembly of Virginia, entitled an act incorporating Huntersville and Warm Springs Turnpike Company, passed on the 20th day of March, 1822, we, Henry M. Moffett, William Cackley, Jacob Lightner, Henry S. Herold and David W. Sleeth, the commissioners therein appointed to superintend and open books for subscriptions in Huntersville, have this 3rd day of July, 1832 at the clerk's office, opened said books, and the following number of shares were taken by the subscribers whose names were annexed thereto." Then followed the signature of the subscribers: Henry M. Moffett, John Bradshaw, William Young, Peter Herold, Joseph Moore, H. S. Herold, Henry Harper, Jacob Lightner, Peter Lightner, Alexander Rider, D. W. Sleeth, John Gay, Alex Gillilan, Andrew Smith, Isaac Moore, Jr., Samuel M. Gay, George Gay, Christopher Herold, Soloman Alderman, John Hartman of Scottsville, John Graham, Benj. Tallman, Andrew G. Mathews and

J. W. Mathews, Thomas Galford, Hugh F. Young, Wm. McCore (on condition that the road goes the nearest and best way), Thos. Bradshaw, Josiah Beard, Sherman Conrad, James A. Price, James K. Elliott, A. S. Saxton, Hugh McLaughlin, Peter Harrison, Patrick Bruffey, John McNeel, Woods Poage, William Cleek, John Cleek, Samuel Hogsett, John Beale, Moses H. Poage, Chesley Moore, Robert Burnside, John Graham, John Haines, James Cooper, Isaac Moore, Sr., Wm. C. Price, Paul McNeel, John Gilliland, William Cochran, Sampson L. Mathews, William Edmondson, David L. Ruckman, George Poage, Magdalene McMeel, John Hill, Abraham McNeel, Wmkn Bradshaw, Joseph L. Cackley, Richard McNeel, Andrew H. Byrd, Samuel W. Gatewood, David Palmer, Jacob Grose, John D. Hamilton, Andrew W. Cameron, George W. Grose, Charles L. Francisco, Adam Lightner, Ezekiel Townsend, Wm. I. Rider, Robert Ervine, Samuel Vance, Samuel Ruckman, James W. Warwick, Charles Hamilton, David Fultz, George Mays.

They subscribed for a total of 194 shares. The State took 128 shares. This made a total of $16,000, the par value being $50.

The above group of names should prove of interest to the readers of this history as so many of our Pocahontas families are descended from or related to them.

John Gilliland was elected president;;Paul McNeel, treasurer, and Henry M. Moffett, secretary, in April 1833.

At a meeting of the board of directors on the 2nd day of December, 1834, plans and principles for the construction of the road

having been secured, it was ordered that it be published in the Staunton Spectator and the Lexington Union at the court houses of Pocahontas and Bath Counties that the construction of the road will be let to the lowest bidder and the contract made at Samuel V. Gatewood's in Bath County on December 20th.

The successful bidders were Henry Harper, William Cochran, and William Gibson. The contract price was $14,500. The road was to be 16 feet in the clear, right of way cleared smooth twelve feet on each side, and hillsides so excavated to prevent all earth slides, etc. The engineer was Peter Seals, Esq.

The construction of six bridges was included in the contract - one across Jacksons River, Back Creek, Little Back Creek, Douthards Creek, and two across Knapps Creek - one at the narrows and the other near Hogsetts Mill dam. The bridges were to be according to the engineers plans. There were to be mile posts too, painted and numbered. The road was to be completed on or before January 1, 1837. The sureties were Paul McNeel, Jas. Cooper, William Young, Samuel M. Gay, Thomas Hill, Isaac Moore, and Lanty Lockridge.

At a meeting on January 5, 1836, the treasurer was directed to pay to the contractors twenty-five per cent of the amount of the capital stock. A toll-gate was ordered placed on the first five mile section of the road out of Huntersville at the house of Samuel Hogsett. Alterations were made in the engineers route through the plantation of Samuel V. Gatewood at Mountain Grove, so as to avoid interfering with the Colonel's

fence.

By April 1836, the contractors had cleared and grubbed three and one half miles, and one-fourth of a mile of road completed according to specifications.

On June 5, 1836, at a meeting of the company, an order was entered directing the treasurer of the company to sell at public auction for cash the shares of all subscribers who had failed to pay in their proportion after advertising by posting and publishing in the Allegonian, a newspaper published at Lewisbufg. The names of the delinquents are not given. No mention was made of the progress of the work.

On June 30, the board ordered that two sections of five miles each be sold out at public auction for up keep to the lowest bidder.

The president, directors and their clerk were thereafter not required to pay toll.

The contractors, Henry Harper, William Gibson and William Cochran were excused from paying toll for themselves and their riding horses until January 1 next.

It was ordered that all persons resident of Pocahontas and Bath Counties contracting by the year for traveling said road are required to pay the same in advance for themselves, their families and their riding horses, but for all wagons or carriages of any kind the regular toll established by law shall be paid at the time of passing any gate.

Lanty Lockridge hath undertaken for himself and family,

except Andrew, at $1 per quarter. Others undertook at different rates from $1 down to 12½ per quarter. No note is made why the sliding scale, but the presumption is that some traveled more than others.

The Board of Public Works was notified that five miles of the road, the first section, had been accepted by the court of Pocahontas County and that they were progressing with ten miles more, which they expect to offer for examination shortly.

The president and directors fixed their compensation at $3 for each and every meeting they had attended. They drew orders ranging from $6 to $24 each.

At a meeting on Aug. 2, 1826, Peter Lightner was awarded the contract for the upkeep of section 1 and 2 of the road, commencing at Huntersville at $140 for twelve months. William Cochran was his surety on his bond for $280 for the faithful compliance of his contract.

Henry Harper & Co. were exempted from paying toll for any carriages conveying provender and materials for the use of the contractors.

At a meeting of the stockholders held at the house of Henry S. Herold on the 7th day of September, 1836, there were present in person: John Gilliland, Jacob Mathews, Paul McNeel, Wm. C. Price, Andrew H. Bird, Joseph Moore, Henry M. Moffett, Henry Harper, William Gibson, Wm. Cochran, Adam Lightner, Peter Lightner, John Beale, John Hill, John Hill, John Holden, Christopher Herold, Henry S. Herold, John D. Hamilton, Samuel V.

Hamilton, Andrew G. Mathews, Sampson L. Mathews, For the state Wm. C. Price, John Gilliland, was elected president; Payl McNeel, treasurer; Thomas Hill, secretary; Jacob W. Mathews, Andrew H. Bird, and Joseph Moore, directors.

At a directors meeting held April 21, 1837, the toll rates fixed for residents of Pocahontas and Bath at $2 to 50 ¢ per year.

A. W. Rider allowed $25 for keeping toll gate for 1 year. Samuel Hogsett, $35 and John Vance $20 for same.

Mathew Nicholas allowed 50¢ for erecting a gate at A. W. Ridre's.

Titheables working under Joseph Moore, surveyor of the public road from A. W. Rider's to the head of Anthonys Creek, to be exempt from paying toll when passing to and returning from said work.

Thomas Hill was directed to advertise for sale for ready cash the shares of all subscribers who had failed to pay in their proportion of the 1st, 2nd, and 4th installments on their shares, by posting at Huntersville, William C. Price's store, A. G. mathew's mill, Warm Springs, Samuel V. Gatewood's mill, and Rosses store and by publishing in the Staunton Spectator.

On the 17th day of June 1837, the president was directed to draw on the Board of Public Works for $1,000 due from state as the fourth section of five miles of road was completed and was received bu the court of Bath County.

On July 4, 1837, the construction of the bridge across

Knapps Creek at Hogsett's milldam near Huntersville was let to H. S. Herold for the sum of $250. Benj. Herold was surety on his bond; John Haines, superintendent of construction.

There was no quorum present at the annual stockholder's meeting on September 6, 1837.

On March 6, 1838, the road was received throughout, and the contractors were to receive their pay as soon as the treasurer could collect it. There was $4200 due from the subscribers and $2200 due from the State.

The bridge across Knapps Creek was received from the contractor, H. S. Herold, ordered that he be paid as soon as collected.

The record of this meeting was signed by Jacob Lightner as president. Hugh McLaughlin was appointed commissioner to superintend the road from Huntersville to the Warm Springs. His compensation was fixed at $2 per day for all days employed.

On June 23, 1938, the tolls were fixed at seventy-five cents to 6¼ per quarter.

Thomas Hill reported selling certain shares at public auction and then entered his resignation as secretary.

The next and final record of the annual stockholders was held on Sept. 5, 1838. James Tallman was elected secretary. For president Jacob Lightner received sixty-seven votes and John Gilliland received sixty-five. Samuel V. gatewood offered to vote the stock held by the Board of Public Works, but was overruled by the majority of stockholders present. Hugh Mc-

Laughlin, Thomas Gammon and John D. Hamilton were named as directors. A resolution committee proposed that the company borrow money to pay outstanding debts; that the tolls be applied to the payment of debts; that owing to present pecuniary embarrassments of the company, that the president and directors be allowed one dollar per day for services; that the Board of Public Works be asked if the treasurer be entitled to two per cent for handling the State's subscription; that the board of directors and other officers of the company pass toll gates without paying when on official business. A resolution asking the State to name other directors than Samuel V. Gatewood and William C. Price failed of passage.

The meeting then adjourned until Wednesday, after the first Tuesday in September, 1839. That was the end of the record.

Point of interest

Road leading to Cranberry Glades

Letter from State Road Commission

Oct 22, 1937

252 words

Pocahontas

The Glades 30 miles from Richwood by fire protection trail constructed by CCC. A description of this road at time of this letter.

is subjected to heavy washings two or three times a year. The last five miles is not a

GEO. F. PARRISH
SECRETARY

MORTIMER W. SMITH
CHIEF ENGINEER

THE STATE ROAD COMMISSION OF WEST VIRGINIA

DEPARTMENT OF INFORMATION
1340 WILSON STREET
CHARLESTON

MRS. LOIS FORD
CHIEF OF DEPARTMENT
OF INFORMATION

October 22, 1937

Mr. John L. Stender
State Director
Federal Writers' Project
312 Smallridge Building
Charleston, W. Va.

Dear Mr. Stender: .

The questionnaires received today. We are relaying them to the District Engineers to be filled out and will send them to you as soon as they are returned to this office.

In reply to your inquiry of several days ago, about the location of the C. C. C. road from Richwood to the Glades, we have the following information:

The Glades are approximately thirty miles from Richwood by the fire protective trail constructed by the C. C. C. The road leaves Richwood near the mouth of the North Fork of the Cherry River and climbs gradually up the left side of the river until it reaches the divide between the Cranberry River and the North Fork of the Cherry River, thence down Barrenshe Run to the Cranberry River and follows up the river to the Forks of Cranberry, a distance of twenty-five miles from Richwood. From this point into the Glades, a distance of five miles, the road travels over an abandoned railroad grade. This is not the permanent location for the proposed road to the south Fork of Cranberry and little has been done to the last five miles except to throw the ties from the grade and grade it to make it possible for trucks to be used in the event of forest fires in hauling men to the region. Since this railroad grade is below the high water level it is subjected to heavy washings two or three times a year. The last five miles is not a

Re: Cranberry Glades Road

desirable road to drive passenger cars over. Since this C. C. C. road runs through an area of high fire hazard, it is closed to public traffic at a point twelve miles from Richwood during the spring and fall months and at such other times as weather conditions make it desirable. The earth construction without surfacing results in the road being impassable during the winter months. One other feature: It is necessary to ford the River at Cranberry Run half-way between the Forks of Cranberry and the Glades.

We hope this is the desired information.

Very truly yours,

Lois Ford

(Mrs.) Lois Ford, Chief
Department Of Information

Ford/jd

West Virginia Writers' Project

RESEARCH IDENTIFICATION REPORT

-8-

Subject Pocahontas County History Date May, 21, 1941

Research Worker Juanita S. Dilley Date Research Taken May 14, 1941

Typist Juanita S. Dilley Date Typed May 21, 1941

Source Court Order Books from 1900 to 1920 Date Filed

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Bridges

In 1900 there were no hard surfaced roads in the county, and very few bridges across the streams. However, after the com coming of the railroad and the timber industry began to flourish, there seems to have been an awakening to the need of better roads and especially of bridges. From 1900 to 1920 almost all of the larger streams were bridged as well as many of the smaller ones.

In 1906 a bridge was built across Stamping Creek at Millpoint by the Penn Bridge Company for the sum of $494. This same company also built three bridges across Greenbrier River.

"A contract intered into on July 2, 1907 between the Penn Bridge Company of Beaver Falls, Penn., a Corporation under the laws of Pennsylvania, parties of the first part, and the County Court of Pocahontas County state of West Virginia, parties of the second part."

Said company to furnish all materials and labor necessary to construct and complete ready for travel three highway bridges over Greenbrier river; one at Clover Lick; one at Bitlington, and one at Cass, all at points designated by the county Court of Pocahontas County.

Said company to be ready to begin construction by October 15, 1907 and to have thr bridges ready for travel on or before the first day of December, 1907.

The parties of the second part to pay the parties

of the first part $13,700.

signed---John Ligon, Pres.

W. A. G. Sharp)
W. H. Hull) Members of Court

Bridge at Buckeye

Constructed by the Farris Bridge Company of Pittsburg, Pa. A bridge 260 feet long, with two spans, and a 12 foot roadway i in the clear, no footway. The contract was made on Feb. 2,1909. The County Court was to pay the company the gross price of $7952.

On August 24, 1909 a contract was entered into by the York Bridge Company of York, Pennsylvahia, parties of the first part, and W. A. G. Sharp, Pres., James F. Darnell, and R. S. Hickman, Commisioners of the County Court for two bridges; one across the West Prong of the greenbrier River near Durbin, and the other over Knapps Creek near Driscol (Minnehaha Springs) The Durbin bridge to be 167 feet long with a 14 foot roadway. The Minnehaha Springs bridge to be 98 feet long with a 12 foot roadway, fills and approaches to be of earth and stone. This old bridge at Minnehaha Springs is still in use. On November 23, 1909 the York Bridge Company was awarded a contract to build a bridge across Knapps Creek at Huntersville. 122½ feet long with a 14 foot roadway, at a cost of $2000. This bridge is also still in use.

On June 28, 1910, the York Bridge Company was given a contract to build a bridge across Stony Creek at Campbelltown, 1 span 65 feet long with a 14 foot roadway at a cost of $775.

A contract signed August 23, 1910 awarded the contract for a bridge across Deer Creek, near John R. Warwicks, to the Owego Bridge Company of Owego, N. Y.
98 feet long, 14 foot roadway, at a cost ofm $1040.

In 1912 three bridges were built by the Luten Bridge Company of York, Pennsylvania; one across Douthards Creek, one across Swago Creek at Buckeye, and the other across Sitlington Creek near Dunmore, at a total cost of $6270.

In 1914 the bridge across the East prongsof Greenbrier River, between Thornwood and Bartow, was built by the Farris Bridge Company of Pittsburg, Penn. 101 feet long, a 14 foot roadway, at a cost of $2385.

County Court members(N. R. Price,Pres.
(B. M. Arbogast
(J. S. McNeel

The two bridges across the East and the West prongs of the Greenbrier River replaced foot bridges built in 1901 by R. B. Kerr.

In 1909 a levy of 12½ cents on each $100. valuation of personal and realestate in the county, for bridge purposes. Estimated amount to be collected for building bridges $15000.

To open and keep in repair the roads of Pocahontas county. Little Levels District- estimated cost $4180.
Huntersville District-- estimated cost, $2544.,
Edray District----------estimated cost, $5500.
Greenbank District---- estimated cost, $8000. with a levy of 12½ cents on the $100. valuation of property in the county.

The District road estimate for 1912 was as follows:
Huntersville District, $2094.44 or 13½ cents on the $100. valuation.
Edray District, 3780. Or 12½ cents on the $100. valuation.
Greenbank District, $5608, 12½ cents on the $100 valuation.
Little Levels District, $3932.62, 13½ cents on the $100 valuation.

In 1911 a special levy was laid to erect three bridges; one across Greenbrier River near Mollie Houchens, another across Douthards Creek near H. Lee White's, and the other across Clover Creek at Clover Lick. A levy of 5 cents on the $100. valuation on all real and personal property in the county.

You will notice that all of these bridges were built by construction companies from out of the state. It was not until George W. Duncan organized the Duncan Construction

Company, Marlinton, W. Va. that bridges were built by a local construction company. On May 15, 1917 he was given a contract to build three bridges; one at Kimel, one at Bartow, and one across Stony Creek. These were to be reinforced concrete bridges and were to cost $6050.

Members of County Court (N.R.Price, Pres.
(B.M.Arbogast
(J.S.McNeel

From this time many of the smaller bridges and other concrete road work was done by the Duncan Construction Company.

One of these old narrow, one way bridges that was built across Knapps Creek, between Huntersville and Minnehaha Springs, collapsed in March, 1937 when some heavy road machinery was being transported over it. It was replaced by a modern reinforced concrete bridge so located as to eliminate a very bad and dangerous curve in the road.

Most of these steel bridges have a load limit of from three to five tons.

1 Pocahontas 8

West Virginia Writers' Project
RESEARCH IDENTIFICATION REPORT

Subject Pocahontas County History Date May 31 1941

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Source Calvin Price. Date Filed

WPA Office

Walker Dale Irvine

RECEIVED JUN 1941

Juanita S. Dilley
Pocahontas County
May 31, 1941
Chapter 8 Transportation

Section 3b Bus Service

In 1931 the Seneca Trail busses were extended through this county, but after a short time they sold to the Reynolds Line in Clarksburg who have greatly expanded the line and the services rendered.

The busses in this county pass over U. S. Route No. 219 on a run from Bluefield to Clarksburg. They make connection with all other buss lines that come to Bluefield, Lewisburg and Clarksburg.

They carry express and C. O. D. packages. The rate for travel is around 3½ cents per mile.

These busses stop at Droop Camp on Droop Mountain, Hillsboro, Mill Point, Buckeye, Marlinton, and Slaty Fork. The east bound and west bound busses make connection at Marlinton. There is no regular buss station, but tickets and other information can be gotten at Johnsons Restaurant from Walker Dale Irvine who looks after the companys business and sells tickets. Thiseline will furnish busses to be chartered for special occasions and purposes at any time.

This line also bring busses into this county over U. S. Route No. 250 to Durbin, Frank and Bartow. From Bartow they go over Route 28 to Thornwood, thence into Pendleton County.

Section 3a Road improvment by the WPA

In the last five years the WPA has done a great deal of construction and improvment on the side and connecting roads of this county. In other words, when WPA road work was begun in this county, it was almost impossible for people who lived in the more remote parts of the county to get out at all during the winter months. Now there are very few communities but that have roads that can be traveled by car at any time of the year. Approximately 385 miles of secondary roads have been sub-graded, rock based, drained and hard topped. And about 85 miles put down with shale and chert but not rock based.
There has been 58 miles of Primary roads improved by widening the curves, widening the base, building shoulders and putting in fills. Around 50 miles of these Primary roads have been black topped. Approximately 528 miles of improved road means a lot to Pocahontas county.

This year Route 43 was recomended to the State Road Commission to be let for contract, but if for any reason they do not find it possible to do so, then the plans are that the construction of this road will be the next big WPA road project for the county.

The WPA has also done much to improve the streets of Marlinton and Durbin.

Section 2d The Telegraph

I worked for two whole days trying to find something interesting about the telegraph, and could find nothing, so in desperation I went to Calvin Price and he told me that there was nothing of any special interest that he had ever known, except that it was just built just after the railroad was built or in connection with the railroad. The telegraph line belongs to the railroad people but is operated by Western Union operators from the railroad stations. There use to be a telegraph set here at Clover Lick and telegrams were sent and received by the station Agent. In other words there was only one man to take care of all the work, telegrams, express, freight and tickets. This was true of all of the smaller places.

Section 3c Highway Freight Service

There are no trucking companies operating within the county and we have no regular highway freight service. The farmers truck most of their own produce and live stock direct to the markets at Staunton and elsewhere instead of selling it to buyers who come into the county as in the old days. A cattle buyer is almost a thing of the past

Section 2 b Early Mail Delivery

Most of the mail, in fact all of it, except what was brought into the upper part of the county by stage coach, was delivered horseback or by buggy. Before the coming of the railroads, much mail was brought in from Lewisburg in this manner.

READ DOWN				TABLE NO. 1		READ UP				
Daily PM	Daily PM	Daily PM	Daily AM	CLARKSBURG -- ELKINS BLUEFIELD		Daily AM	Daily PM	Daily PM	Daily PM	Daily PM
7:35	4:00	12:40	7:15	Lv Clarksburg, W.Va.	Ar	7:45	12:15	3:15	6:55	9:00
7:49	4:14	12:52	7:29	" Quiet Dell	Lv	7:35	12:01	3:01	6:41	8:46
7:55	4:20	12:58	7:35	" Craigmoor	"	7:31	11:55	2:55	6:35	8:40
7:58	4:23	↓	↓	" Romine's Mill	"	7:28	↑	↑	6:32	8:37
8:07	4:32			" Peel Tree	"	7:21			6:23	8:28
8:15	4:40			Ar Hodgeville Jct.	Lv	7:15			6:15	8:20
8:20	4:40			Lv Hodgeville Jct.	Ar	7:15			6:15	8:20
8:26	Via Buckhannon			" Century # 2	Lv	7:08			Via Buckhannon	8:14
8:29		1:28	8:05	" Volga	"	7:04				8:11
8:45		1:30	8:10	Ar Philippi	Lv	6:50	11:25	2:30		7:55
8:45		1:53	8:32	Lv Philippi	Ar	6:50	11:25	2:30		7:55
9:10		2:00	8:39	" Belington	Lv	6:25	11:00	2:05		7:30
9:18		2:08	8:46	" Junior	"	6:19	10:52	1:57		7:22
9:25	6:25	2:25	9:00	" Norton	"	6:12	10:45	1:50	5:15	7:15
9:45	M6:40			Ar Elkins	Lv	6:00	10:30	1:35	5:00	7:00
PM	5:00	2:30	9:10	Lv Elkins	Ar	AM	R8:55	M1:15	PM	6:50
--	5:13	2:43	9:23	" Beverly	Lv	--	8:42	1:03	--	6:37
--	5:19	2:50	9:30	" Daily	"	--	8:36	12:58	--	6:30
--	5:30	3:01	9:41	" Mill Creek	"	--	8:25	12:48	--	6:19
--	5:35	3:04	9:44	Ar Huttonsville	Lv	--	8:20	12:45	--	6:16
--	PM	3:14	9:53	Lv Elk Water	"	--	AM	12:35	--	6:06
--	--	3:17	10:08	" Valley Head	"	--	--	12:18	--	5:51
--	--	3:27	10:15	" Mingo	"	--	--	12:11	--	5:44
--	--	3:54	10:35	" Slaty Fork	"	--	--	11:50	--	5:25
--	--	4:23	11:04	" Marlinton	"	--	--	11:17	--	4:58
--	--	4:33	11:13	" Buckeye	"	--	--	11:06	--	4:51
--	--	4:44	11:21	" Mill Point	"	--	--	10:57	--	4:44
--	--	4:48	11:25	" Hillsboro	"	--	--	10:51	--	4:40
--	--	5:02	11:37	" Droop Camp	"	--	--	10:40	--	4:30
--	--	5:17	11:51	" Renick	"	--	--	10:20	--	4:16
--	--	M5:45	M12:20	Ar Lewisburg	Lv	--	--	9:50	--	3:50
--	--	6:10	12:50	Lv Lewisburg	"	--	--	R9:40	--	R3:35
--	--	6:22	1:02	" Ronceverte	"	--	--	9:28	--	3:23
--	--	6:50	1:30	" Union	"	--	--	9:00	--	2:55
--	--	7:08	1:48	" Rock Camp	"	--	--	8:42	--	2:37
--	--	7:19	1:59	" Lindside	"	--	--	8:31	--	2:26
--	--	7:31	2:11	" Peterstown	"	--	--	8:19	--	2:14
--	--	7:35	2:15	" Rich Creek, Va.	"	--	--	8:15	--	2:10
--	--	7:41	2:21	" Glen Lyn, Va.	"	--	--	8:09	--	2:04
--	--	8:10	2:50	" Princeton, W. Va.	"	--	--	7:40	--	1:35
--	--	8:30	3:10	Ar Bluefield	Lv	--	--	7:20	--	1:15
PM	PM	PM	PM			AM	AM	AM	PM	PM

SHIP YOUR PARCELS BY REYNOLDS LINES

FAST EXPRESS SERVICE

IF YOU ARE PLANNING A TRIP, WRITE OUR TRAVEL BUREAU

REYNOLDS LINES

BOX 652 CLARKSBURG, W. VA.

ALL TIME SHOWN IS EASTERN STANDARD TIME

Daylight Saving Time One Hour Later than Time Shown

TABLE NO. 2

READ DOWN				CLARKSBURG - BUCKHANNON RICHWOOD - GAULEY BRIDGE		READ UP				
Daily PM	Daily PM	Daily PM	Daily AM			Daily AM	Daily AM	Daily PM	Daily PM	Daily PM
7:35	4:00	12:45	8:00	Lv Clarksburg	W. Va. Ar	7:45	12:25	3:15	6:55	5:00
7:49	4:14	12:59	8:14	" Quiet Dell	"	7:35	12:11		6:41	8:46
7:55	4:20	1:05	8:20	" Craigmoor	"	7:31	12:05		6:35	8:40
7:58	4:23	1:08	8:23	" Romine's Mill	"	7:28	12:02		6:32	8:34
8:07	4:32	1:17	8:32	" Peel Tree	"	7:21	11:53		6:23	8:25
8:15	4:40	1:25	8:40	Ar Hodgeville Jct	Lv	7:15	11:45	Via	6:15	8:20
8:20	4:40	1:25	8:40	Lv Hodgeville Jct.	Ar	7:15	11:45		6:15	8:15
8:23	4:43	1:28	8:43	" Hodgeville	Lv	7:12	11:42		6:12	8:12
8:35	4:55	1:40	8:55	Ar Buckhannon	Lv	7:00	11:30	Weston	6:00	8:00
PM	5:00	PM	9:00	Lv Buckhannon	Ar	AM	R11:15	1:50	PM	M7:40
--	5:18	--	9:18	" Adrian	Lv	--	10:58	PM	--	7:25
--	5:23	--	9:23	" French Creek	"	--	10:52	--	--	7:19
--	5:33	--	9:33	" Rock Cave	"	--	10:42	--	--	7:09
--	5:39	--	9:39	" Arlington	"	--	10:39	--	--	7:04
--	5:45	--	9:45	" Kanawha Head	"	--	10:33	--	--	7:00
--	5:57	--	9:57	" Cleveland	"	--	10:21	--	--	6:48
--	6:12	--	10:12	" Hacker's Valley	"	--	10:06	--	--	6:33
--	6:22	--	10:22	" Hodum Mountain	"	--	9:56	--	--	6:23
--	6:32	--	10:32	" Diana	"	--	9:38	--	--	6:05
--	6:55	--	10:55	Ar Webster Springs	"	--	9:18	--	--	5:45
--	6:55	--	10:55	Lv Webster Springs	"	--	9:18	--	--	5:45
--	7:11	--	11:11	" Bolair	"	--	9:02	--	--	5:31
--	7:27	--	11:27	" Cowen	"	--	8:46	--	--	5:15
--	7:37	--	11:37	" Camden-On-Gauley	"	--	8:36	--	--	5:05
--	7:45	PM	11:45	Ar Craigsville	Lv	--	8:28	AM	--	4:55
--	7:45	4:50	11:45	Lv Craigsville	Ar	--	8:28	11:43	--	4:48
--	7:51	4:57	11:52	" Curtin	Lv	--	8:21	11:36	--	4:41
--	7:58	5:05	12:00	" Holcomb	"	--	8:13	11:28	--	4:33
--	8:10	5:18	12:13	Ar Richwood	Lv	--	8:00	11:15	--	4:20
--	PM	PM	11:15	Lv Richwood	Ar	--	AM	AM	--	5:18
--	--	--	11:28	" Holcomb	Lv	--	--	--	--	5:05
--	--	--	11:36	" Curtin	"	--	--	--	--	4:57
--	--	--	11:43	Ar Craigsville	Lv	--	--	--	--	4:50
--	--	--	11:50	Lv Craigsville	Ar	--	--	--	--	4:50
--	--	--	11:58	" Calvin	Lv	--	--	--	--	4:42
--	--	--	12:11	" Muddlety	"	--	--	--	--	4:29
--	--	--	12:24	" Summersville	"	--	--	--	--	4:16
--	--	--	12:38	" Zela	"	--	--	--	--	4:02
--	--	--	12:48	" Lockwood	"	--	--	--	--	3:52
--	--	--	12:58	" Swiss	"	--	--	--	--	3:42
--	--	--	1:01	" Beech Glen	"	--	--	--	--	3:39
--	--	--	1:09	" Humphries	"	--	--	--	--	3:31
--	--	--	1:20	Ar Gauley Bridge	Lv	--	--	--	--	3:20
PM	PM	PM	PM			AM	AM	AM	PM	PM

Explanation of Reference Marks

f Flag Stop. R Rest Stop. # Change Buses
Underline figures PM time.. nther AM time

M Meal Stop - (2) Towns Bus Line * Sat. Only

BUS STATIONS

PHONES: Clarksburg 3606 - Buckhannon 580 - Richwood 4261 - Gauley Bridge 919 - Elkins 476 Parsons 29 - Lewisburg 11 - Bluefield 125

	TABLE NO. 4 ELKINS-HUTTONSVILLE DURBIN-FRANKLIN		READ UP		
			Sat AM	Daily AM	Daily AM
Saturday Only	Lv Elkins W.Va.	Ar		8:55	9:30
	" Beverly	Lv		8:42	↑
	" Daily	"		8:36	
	" Mill Creek	"		8:25	
	" Huttonsville	"		8:20	
	" Cheat Mt. Top	"		f	
	" Cheat Bridge	"		f	
AM	Ar Durbin	Lv	AM	7:45	
*6:20	Lv Durbin	Ar	*7:40	AM	
*6:22	" Frank	Lv	*7:38	--	
*6:26	" Bartow	"	*7:34	--	
*6:30	" Thornwood	"	*7:30	--	
*6:56	" Cherry Grove	"	*7:04	--	
*7:00	" Circleville	"	*7:00	--	
AM	" Shavers Fork Bdg	"	AM	--	9:19
--	" Bowden	"	--	--	9:12
--	" Alpena	"	--	--	9:05
--	" Middle Mt. Top	"	--	--	9:00
--	" Rich Mt.	"	--	--	8:56
--	" Harman	"	--	--	8:46
--	" Onego	"	--	--	8:30
--	" Mouth of Seneca	"	--	--	8:25
--	" Macksville	"	--	--	8:20
--	" Riverton	"	--	--	8:11
--	Ar Judy's Gap	Lv	--	--	8:05
--	Lv Circleville	Lv	--	--	8:00
--	Lv Judy's Gap	Ar	--	--	7:55
--	" North Fork Flats	Lv	--	--	7:42
--	Ar Franklin	Lv	--	--	7:30
--	Lv Franklin (2) #	Ar	--	--	7:30
--	" Oak Flat	Lv	--	--	7:10
--	" Brandywine	"	--	--	7:00
--	" Hinton, Va.	"	--	--	6:25
--	" Dale Enterprise, VA	"	--	--	f
--	Ar Harrisonburg (2)	Lv	--	--	6:15
AM			AM	AM	AM

TRAVEL VIA
E SENECA ROUTE
CLARKSBURG & BLUEFIELD
ORTEST ROUTE BETWEEN
RN & SOUTHERN WEST VA

BUS TIME TABLE

Effective
June 1, 1941
EASTERN STANDARD TIME

TABLE NO. 1

Between:- CLARKSBURG & BLUEFIELD
Via, PHILIPPI-BELINGTON-ELKINS-
MARLINTON-LEWISBURG-PRINCETON

TABLE NO. 2

Between:-CLARKSBURG-GAULEY BRIDGE
Via, BUCKHANNON-WEBSTER SPRINGS-
COWEN-RICHWOOD-SUMMERSVILLE

TABLE NO. 3

Between:- ELKINS & WESTON
Via, BUCKHANNON-PHILIPPI-
BELINGTON-ELLAMORE

TABLE NO. 4

Between:- ELKINS-HARMAN-DURBIN-
FRANKLIN

TABLE NO. 5

Between:- ELKINS & PARSONS

Cancels all previous issues.

REYNOLDS LINES
CLARKSBURG, W. Va.

READ DOWN						TABLE NO. 3 ELKINS-BUCKHANNON WESTON--CHARLESTON		READ UP					
Daily PM	Daily PM	Daily PM	Daily PM	Daily AM	Daily AM			Daily AM	Daily AM	Daily PM	Daily PM	Daily PM	Daily PM
7:00	5:30	1:35	--	--	6:00	Lv Elkins, W.Va.	AR	9:00	--	2:25	4:00	6:40	9:45
7:15	5:15	1:50	--	--	6:12	" Norton	Lv	8:46	--	2:08	3:45	6:25	9:25
7:22	↓	1:57	--	--	6:19	" Junior	"	8:39	--	2:00	↑	↑	9:18
7:30		2:05	--	--	6:25	" Bellington	"	8:32	--	1:53			9:10
7:55		2:30	--	--	6:50	Ar Philippi	Lv	8:10	--	1:30			8:45
7:55		2:45	--	--	6:50	Lv Philippi	Ar	8:05	--	R1:20			8:45
8:11		2:59	--	--	7:04	" Volga	Lv	↑	--	1:06			8:24
8:14		3:02	--	--	7:04	" Century #2	"		--	1:02			8:20
8:20		3:10	--	--	7:15	Ar Hodgeville Jct.	Lv	7:15	--	12:55			8:20
8:20		3:10	--	--	7:15	Lv Hodgeville Jct.	Ar	7:15	--	12:55			8:15
↓	5:20	↓	--	--	↓	Lv Coalton	Lv	↑	--	↑	3:40	6:20	↑
	5:24		--	--		" Mabie Jct.	"		--		3:36	6:16	
	5:30		--	--		" Ellamore	"		--		3:22	6:02	
	5:42		--	--		" Sand Run	"		--		3:18	5:58	
8:35	M6:00	3:25	PM	AM	7:30	Ar Buckhannon	Lv	7:00	AM	12:40	3:00	5:40	8:00
PM	6:30	4:00	1:50	11:30	7:30	Lv Buckhannon	Ar	AM	8:45	M12:35	2:30	5:35	7:45
--	6:39	4:09	1:59	11:39	7:39	" Lorentz	Lv	--	8:36	12:26	2:51	5:26	7:36
--	6:46	4:16	2:06	11:46	7:46	" Hornor	"	--	8:29	12:19	2:44	5:19	7:29
--	6:48	4:18	2:08	11:48	7:48	" Gaston	"	--	8:27	12:17	2:42	5:17	7:27
--	6:52	4:22	2:12	11:52	7:52	" Hope Station	"	--	8:23	12:13	2:38	5:13	7:23
--	7:00	4:30	2:20	12:00	R8:00	Ar Weston	Lv	--	8:15	12:05	2:30	5:05	7:15
--	7:45	4:40	PM	PM	8:50	Lv Weston	Ar	--	AM	11:35	2:25	5:05	PM
--	11:30	8:50	--	--	R12:30	Ar Charleston ⊖	Lv	--	--	7:30	10:30	1:00	--
--	11:45	9:00	--	--	12:40	Lv Charleston ⅋	Ar	--	--	7:00	R9:30	11:25	--
--	1:28	10:45	--	--	2:25	Ar Huntington ⅌	Lv	--	--	5:15	7:45	9:40	--
PM	AM	PM	PM	PM	PM			AM	AM	AM	AM	AM	PM

⊖ West Va. Transportation Co. and Atlantic Greyhound Lines

⅌ Atlantic Greyhound Lines.

READ DOWN		TABLE NO. 5 ELKINS--MONTROSE--PARSONS		READ UP	
Daily PM	Daily AM			Daily AM	Daily PM
3:30	9:00	Lv Elkins W. Va.	Ar	10:25	5:00
3:38	9:07	" Gilman	Lv	10:18	4:52
3:44	9:12	" Kerens	"	10:13	4:46
3:52	9:19	" Montrose	"	10:06	4:38
3:58	9:24	" Haddox	"	10:01	4:32
4:07	9:32	" Moore	"	9:53	4:23
4:15	9:40	Ar Parsons	Lv	9:45	4:15
PM	AM			AM	PM

See explanation of reference marks under table No. 2.

All times shown is Eastern Standard time, Daylight Saving Time One Hour Later.

READ

Daily PM
5:00
5:13
5:19
5:30
5:35
↑
f
6:10
PM
--
--
--

BURR H. SIMPSON, COMMISSIONER

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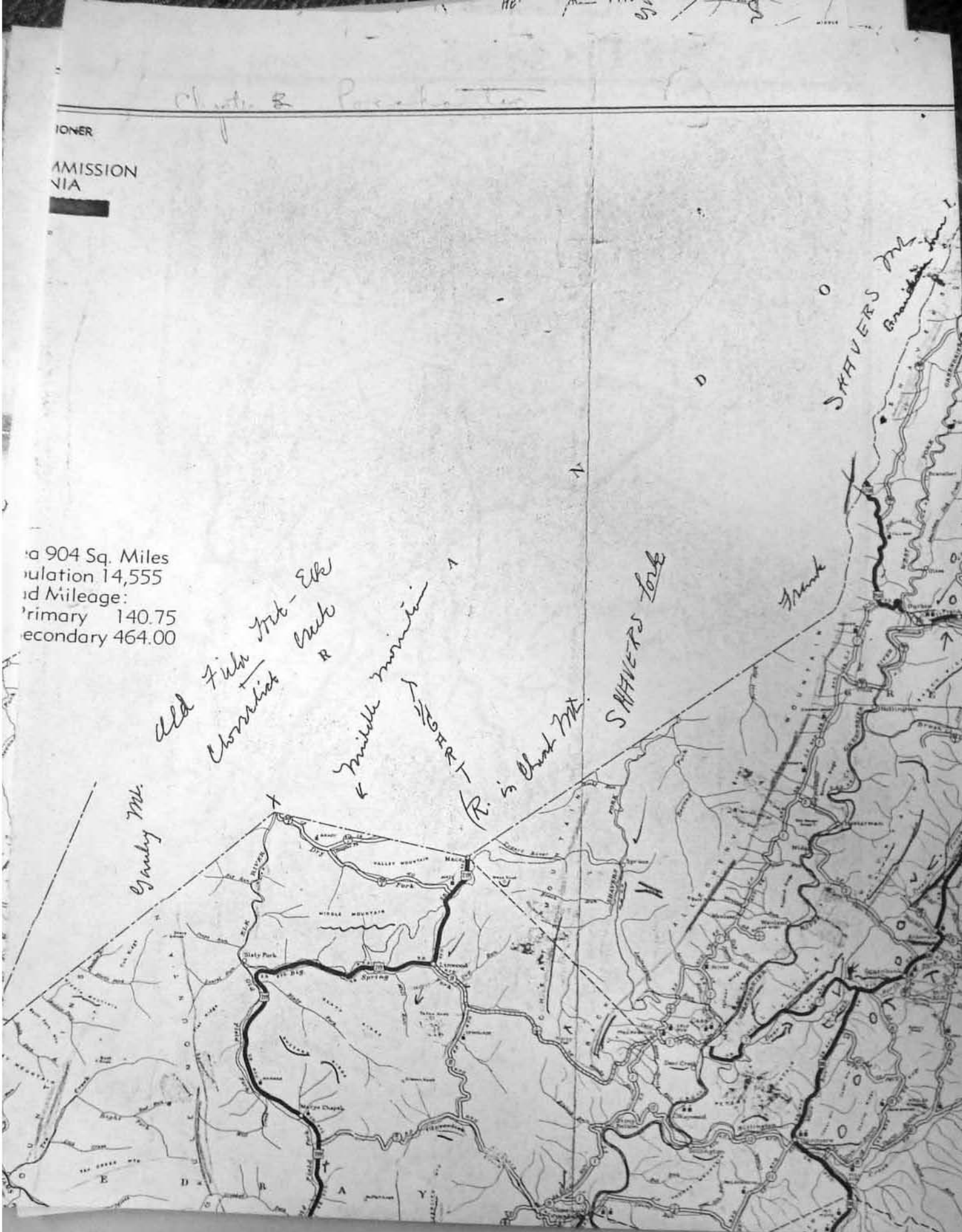
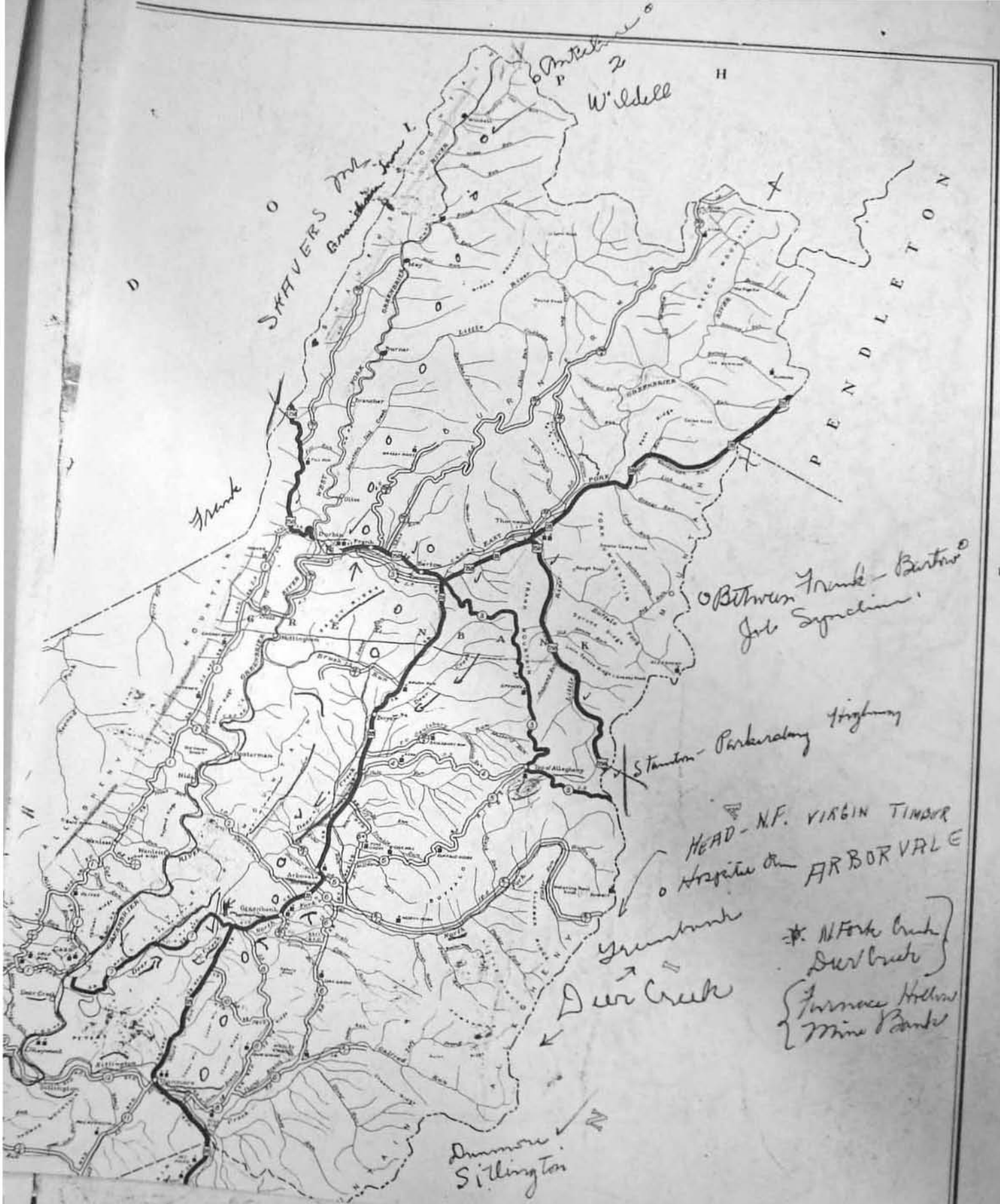
THE STATE ROAD COMMISSION
OF WEST VIRGINIA

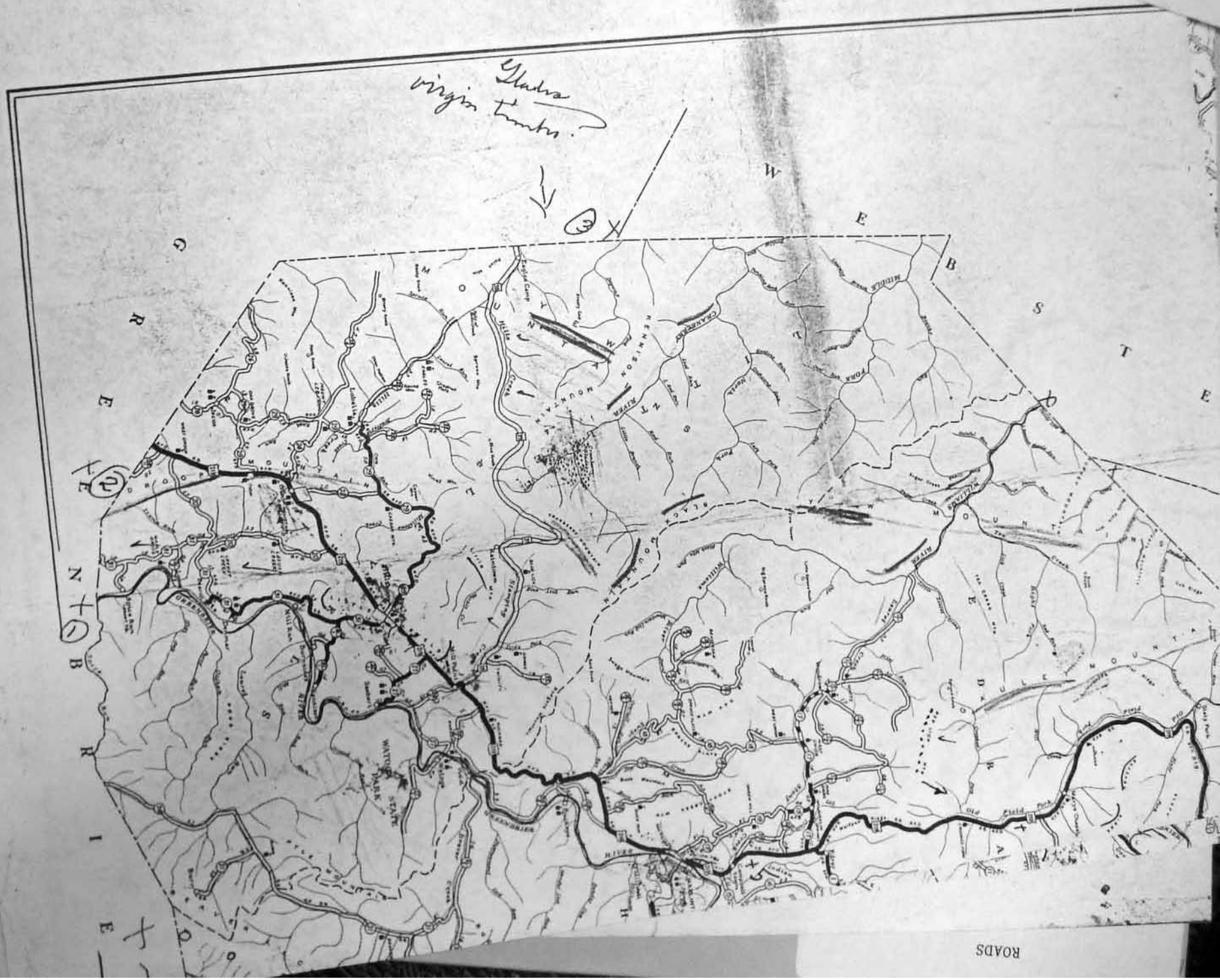
LITHOGRAPHED BY
MATHEWS PRINTING & LITHOGRAPHING CO
CHARLESTON, W. VA.

Area 904 Sq. Miles
Population 14,555
Road Mileage:
Primary 140.75
Secondary 464.00


IONER
MMISSION
NIA
a 904 Sq. Miles
ulation 14,555
d Mileage:
Primary 140.75
econdary 464.00
Gauley Mt.
Old Field Fork - Elk
Cloverlick Creek
Middle mountain
TIGART
R. in Chest Mt.
SHAVERS Fork
Frank
SHAVERS Mt.
Slaty Fork
Spring
Lynwood
Marys Chapel
Mace
Spruce
Hollington
Dry Fork
Elk River
Middle Mountain
Valley Mountain



Wildell
SHAVERS
Frank
PENDLETON
Between Frank - Bartow
Job Syncline
Stanton - Parkersburg Highway
HEAD - N.F. VIRGIN TIMBER
Hospital Run
ARBORVALE
Greenbank
Deer Creek
N Fork Creek
Deer Creek
Furnace Hollow
Mine Bank
Dunmore
Sillington


Glades
virgin timber
WEBSTER
GREENBRIER
WATOGA STATE PARK
ROADS

MARLINTON
WATOGA STATE PARK
Hunterville
Buckeye
Seebert
Durbin
Mill Point
Valley Bend
Dunmore
Edray
Warwick
Campbell Knob
Thorny Creek
Big Run
Stamping
Mill Run
Laurel
Beaver
Deer Creek
Dogway
Dunlevy
Cass
Greenbrier
Pocahontas
Randolph
Tucker
Barbour
Upshur
Webster
Braxton
Nicholas
Clay
Gilmer
Calhoun
Roane
Jackson
Mason
Putnam
Kanawha
Boone
Lincoln
Wayne
Cabell
Wood
Wirt
Wetzel
Marshall
Ohio
Brooke
Hancock
Monongalia
Marion
Harrison
Doddridge
Taylor
Tyler
Pleasants
Ritchie
Wood
Wirt
Jackson
Roane
Calhoun
Clay
Gilmer
Braxton
Webster
Upshur
Lewis
Barbour
Randolph
Tucker
Pocahontas
Greenbrier
Monroe
Summers
Mercer
McDowell
Wyoming
Raleigh
Fayette
Nicholas
Kanawha
Putnam
Mason
Cabell
Wayne
Lincoln
Boone
Logan
Mingo
Wyoming
McDowell
Mercer
Summers
Monroe
Greenbrier
Pocahontas
Randolph
Tucker
Barbour
Upshur
Lewis
Harrison
Taylor
Doddridge
Tyler
Pleasants
Ritchie
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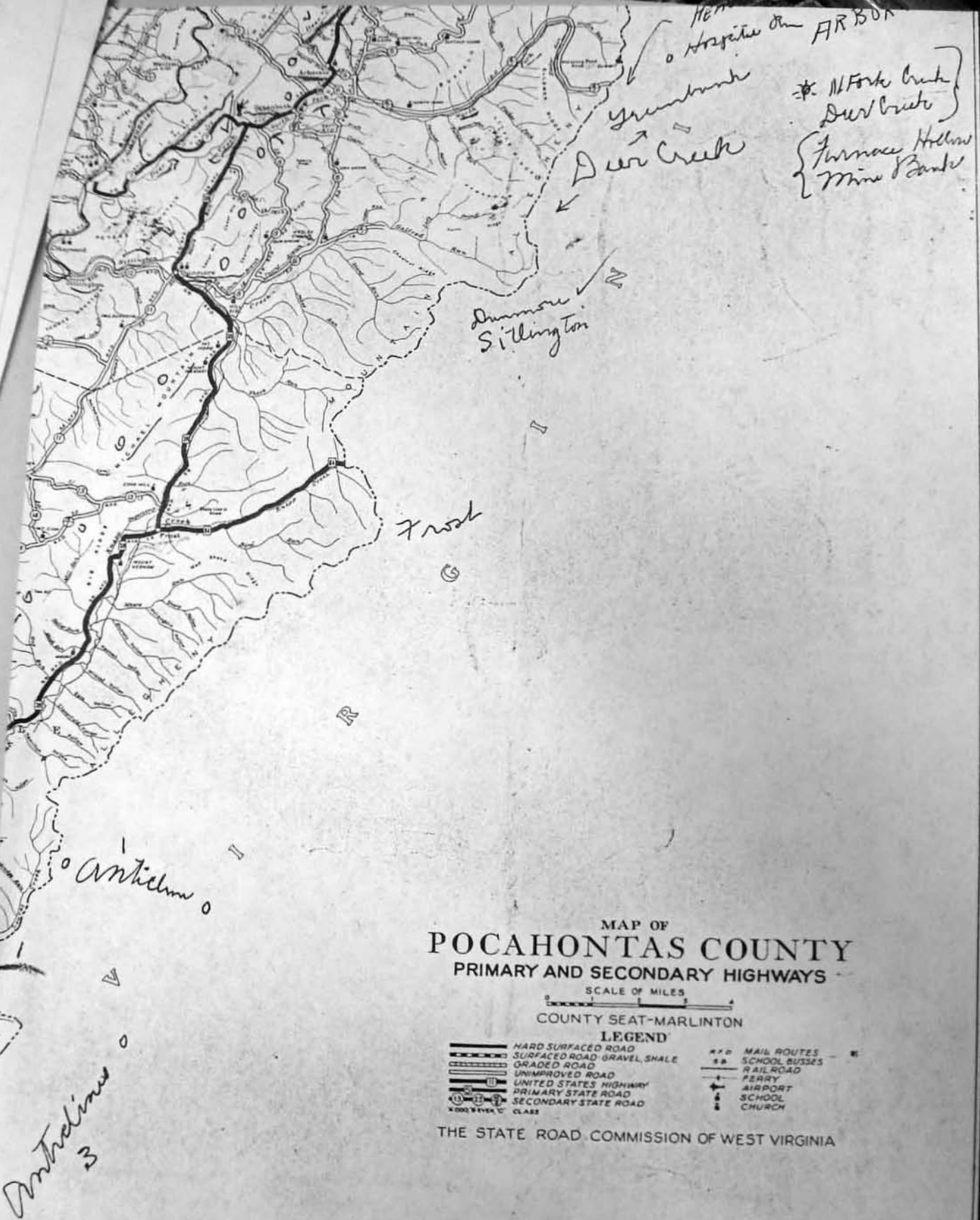
Webster
Nicholas
Fayette
Raleigh
Wyoming



MAP OF

POCAHONTAS COUNTY

PRIMARY AND SECONDARY HIGHWAYS

SCALE OF MILES

COUNTY SEAT-MARLINTON

LEGEND

- HARD SURFACED ROAD
- SURFACED ROAD GRAVEL, SHALE
- GRADED ROAD
- UNIMPROVED ROAD
- UNITED STATES HIGHWAY
- PRIMARY STATE ROAD
- SECONDARY STATE ROAD
- MAIL ROUTES
- SCHOOL BUSSES
- RAILROAD
- FERRY
- AIRPORT
- SCHOOL
- CHURCH

THE STATE ROAD COMMISSION OF WEST VIRGINIA

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